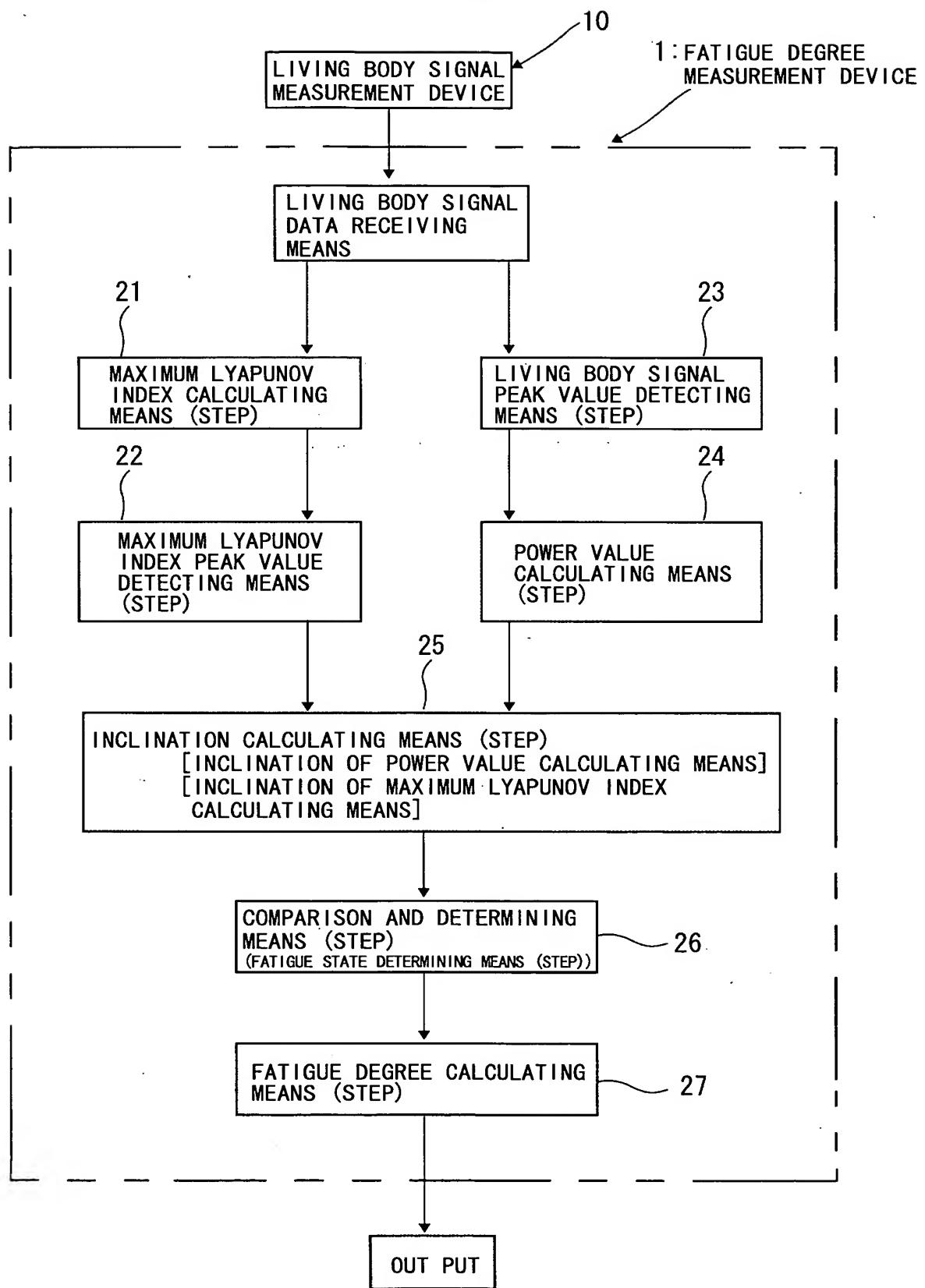
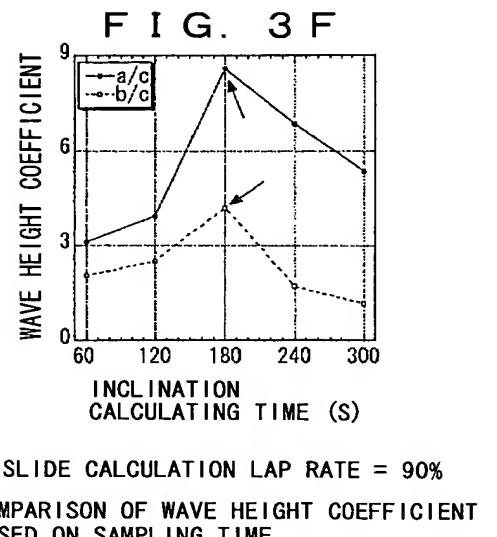
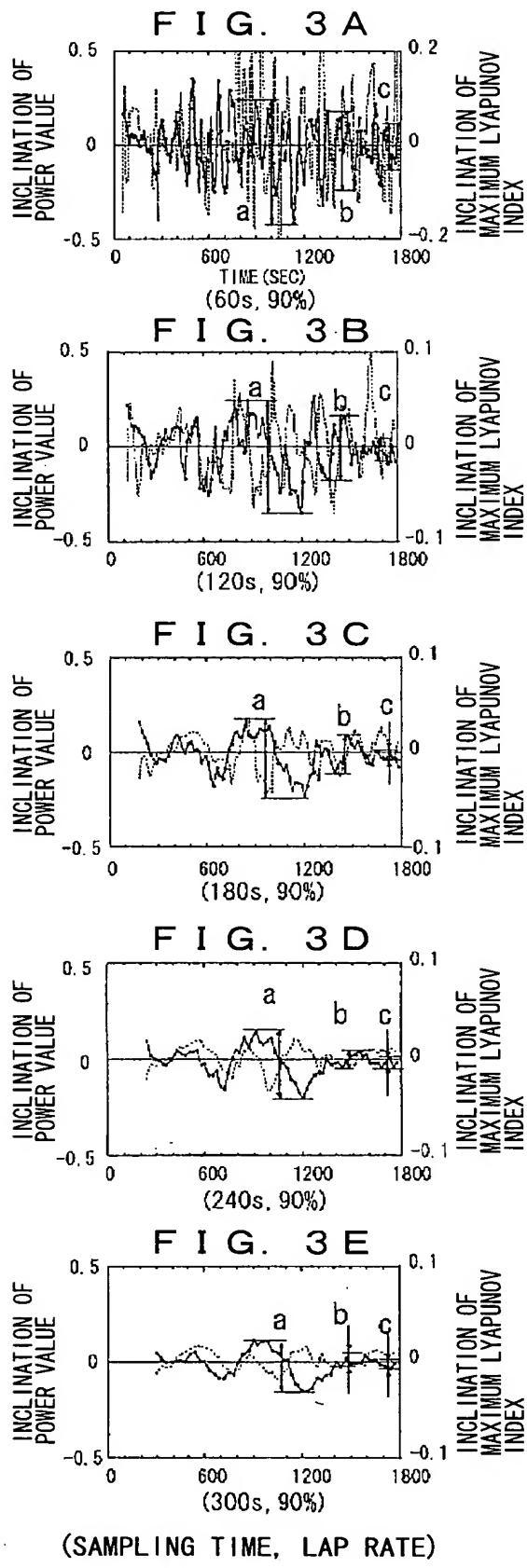


FIG. 1

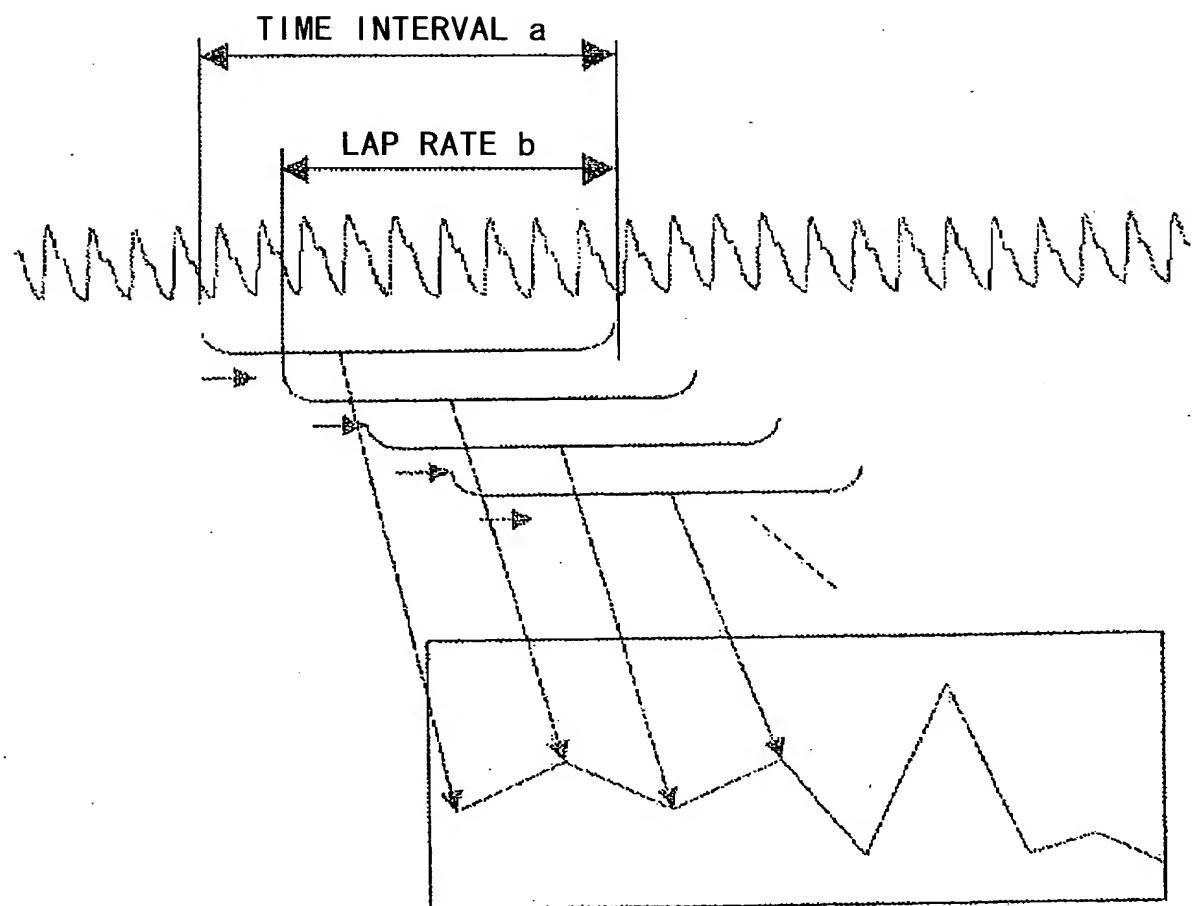


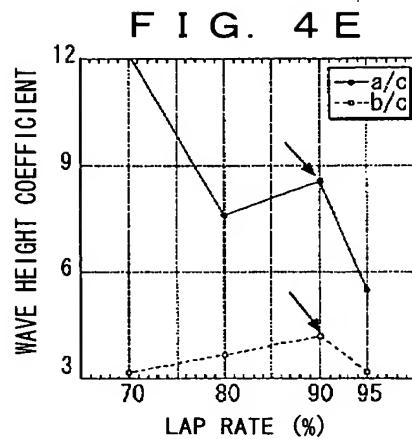
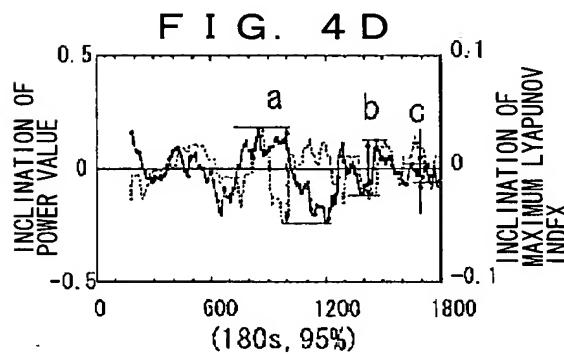
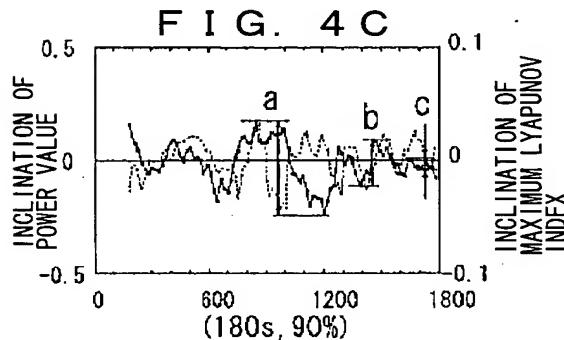
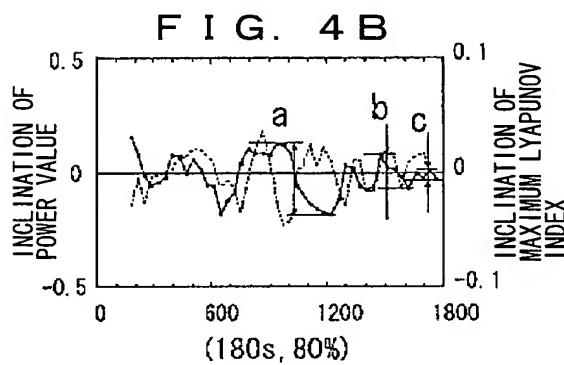
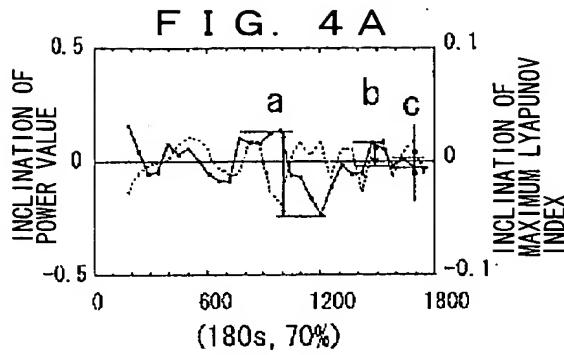


● INCLINATION OF POWER VALUE
- - ○ - INCLINATION OF MAXIMUM LYAPUNOV INDEX

a: FALLING ASLEEP WARNING SIGNAL
b: TRANSITION STATE SIGNAL TO SLEEP
c: SLEEPING SIGNAL

FIG. 2





INCLINATION CALCULATING TIME = 180s
COMPARISON OF WAVE HEIGHT COEFFICIENT
BASED ON LAP RATE

● INCLINATION OF POWER VALUE
-○- INCLINATION OF MAXIMUM LYAPUNOV INDEX

a: FALLING ASLEEP WARNING SIGNAL
b: TRANSITION STATE SIGNAL TO SLEEP
c: SLEEPING SIGNAL

FIG. 5 A

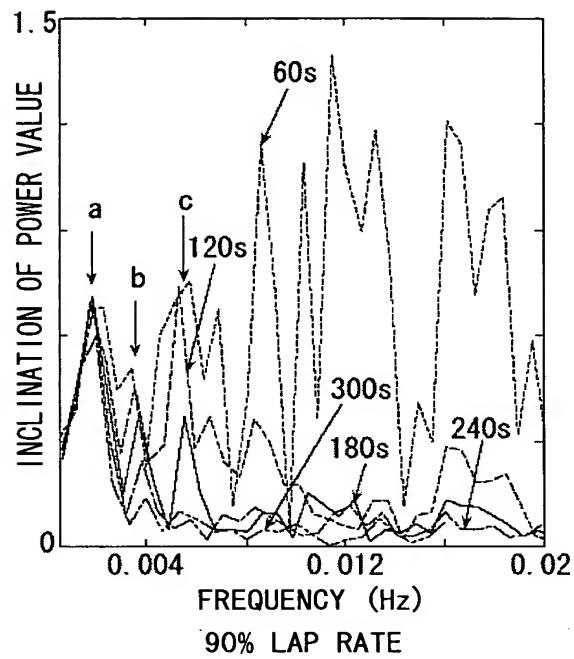
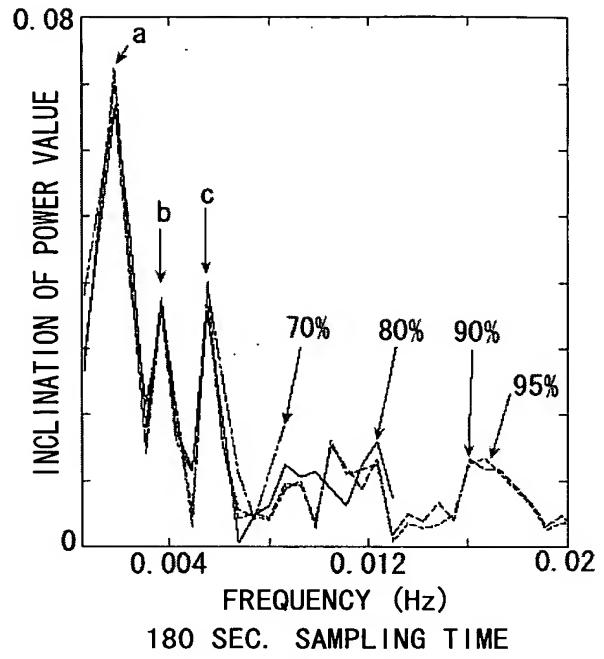


FIG. 5 B



COMPARISON OF FREQUENCY ANALYSIS IN A CASE OF 30 MIN. EXPERIMENT

FIG. 6 A

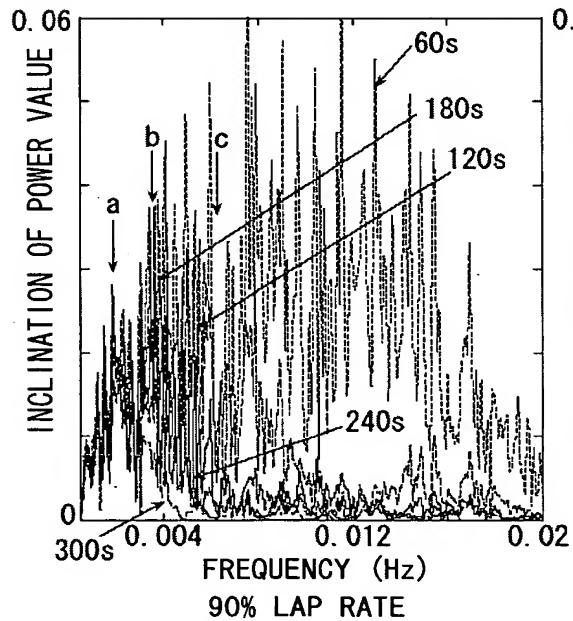
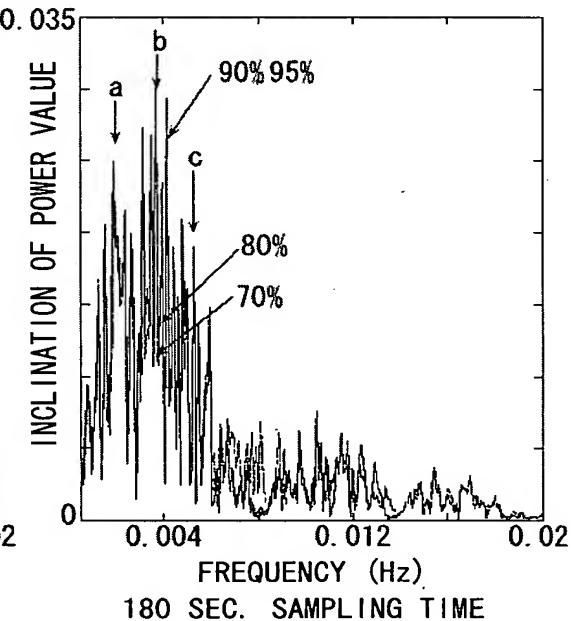
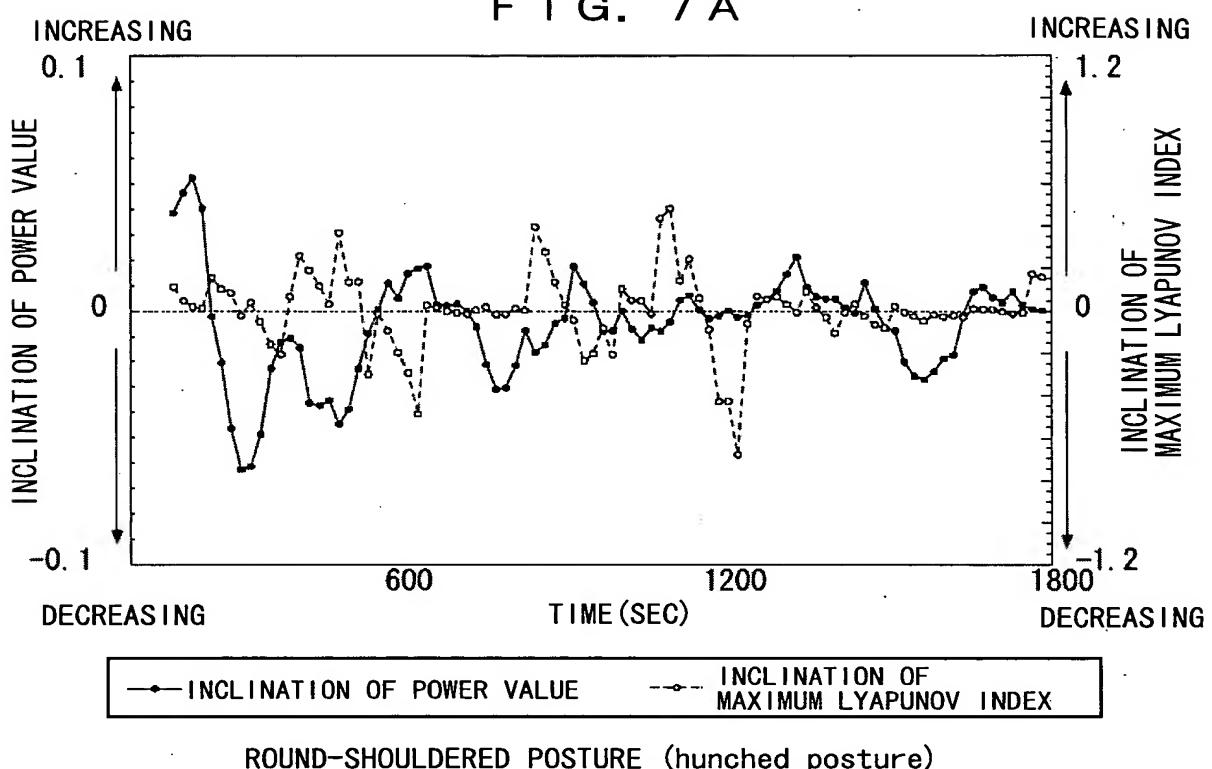


FIG. 6 B



COMPARISON OF FREQUENCY ANALYSIS IN A CASE OF 180 MIN. EXPERIMENT

F I G. 7 A



F I G. 7 B

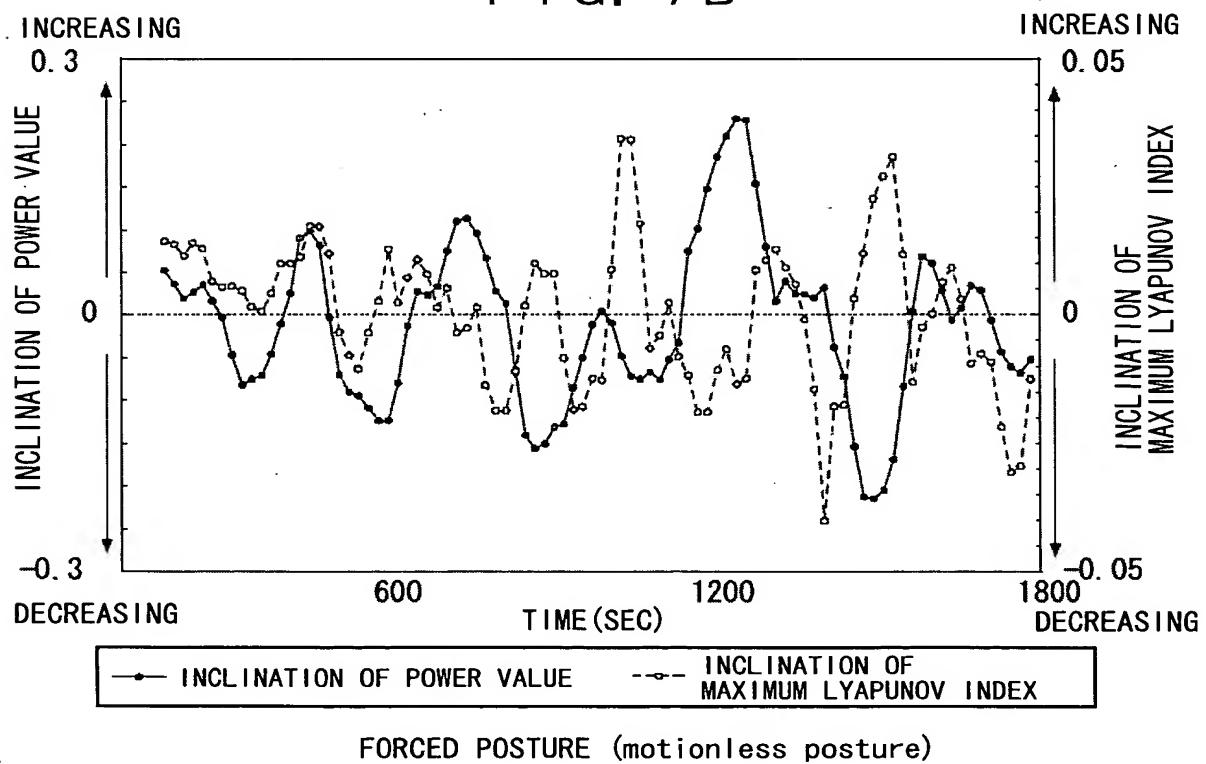


FIG. 8 A

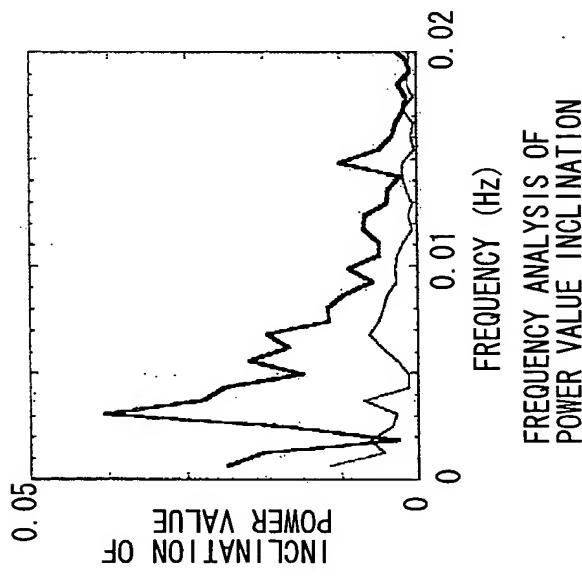


FIG. 8 B

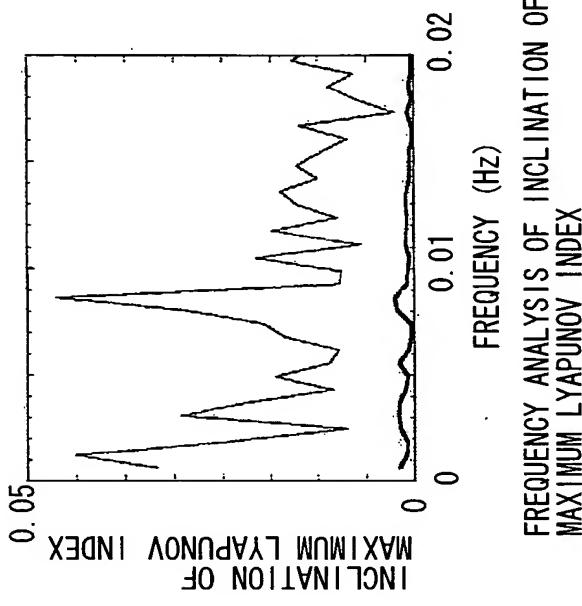


FIG. 9 A

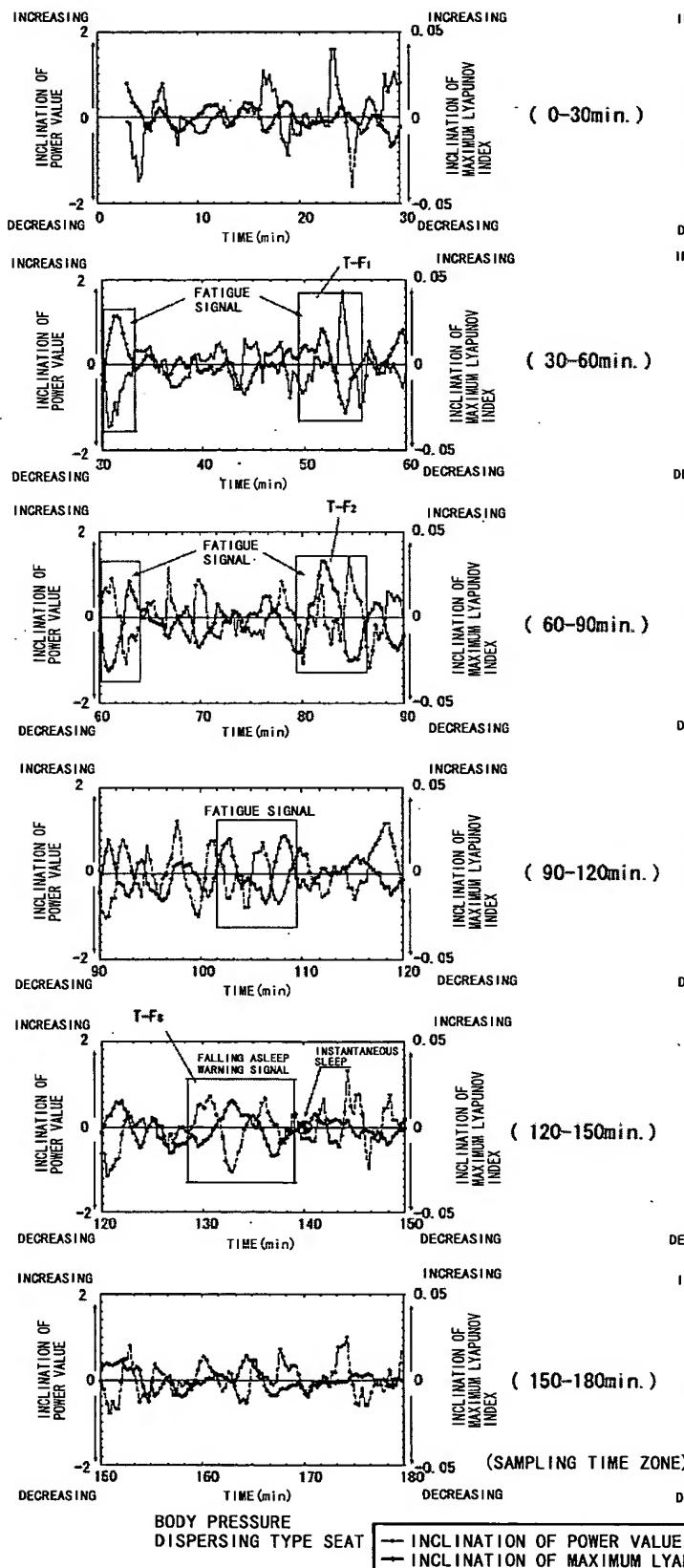


FIG. 9 B

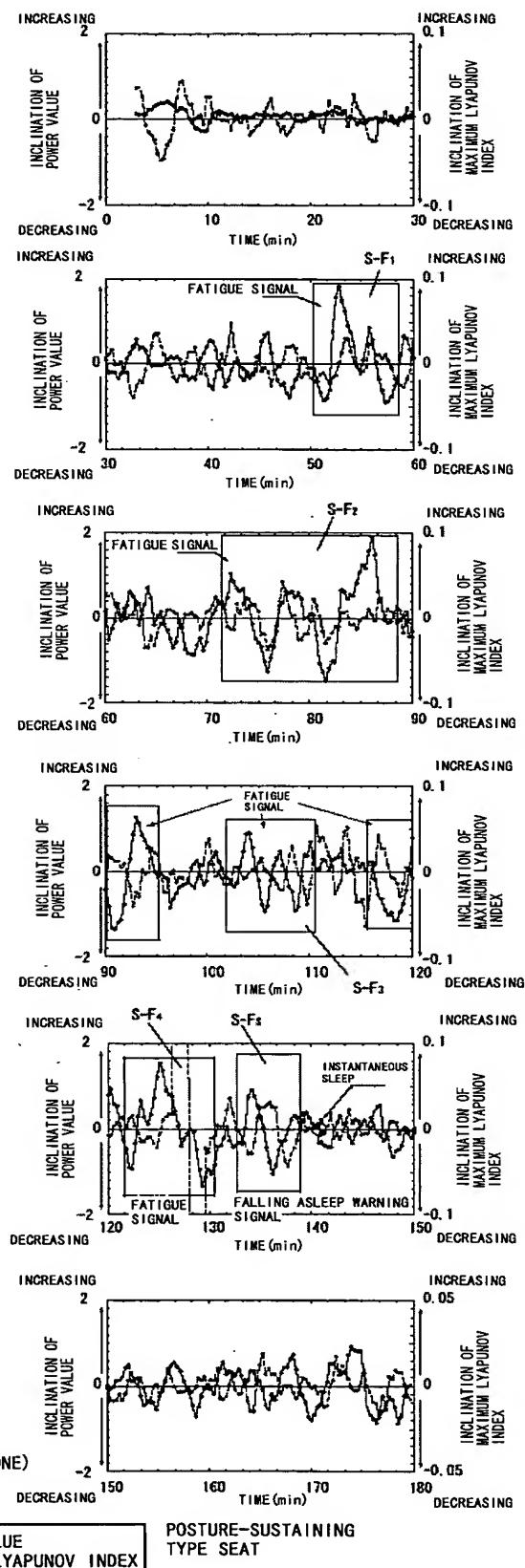


FIG. 10 A

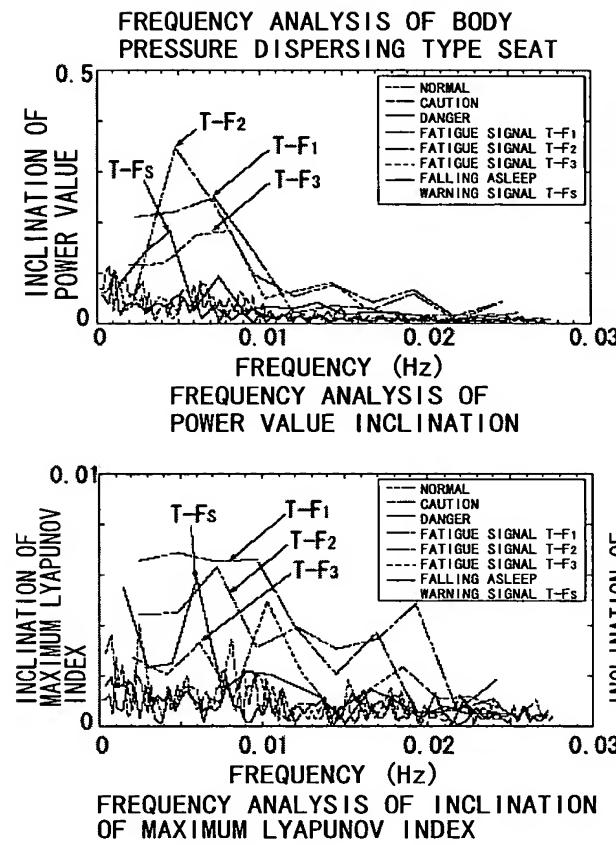


FIG. 10 B

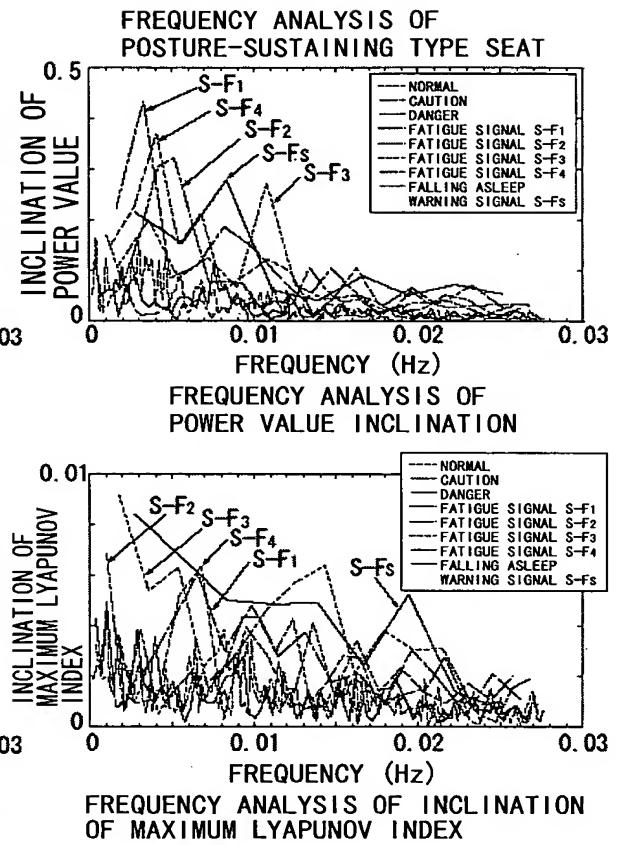


FIG. 11 A

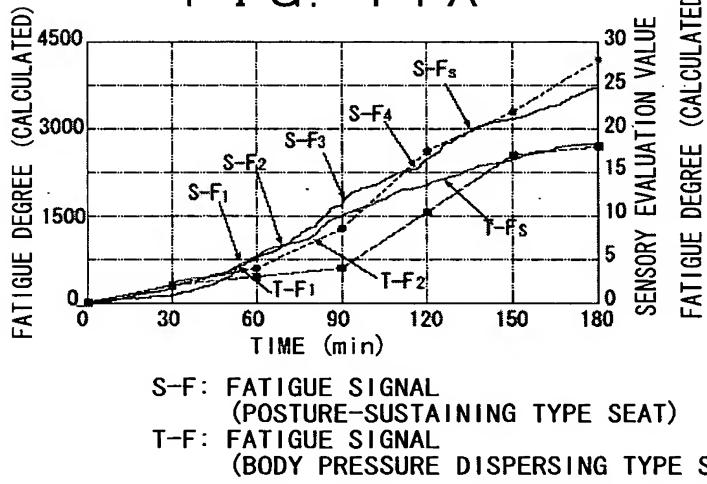
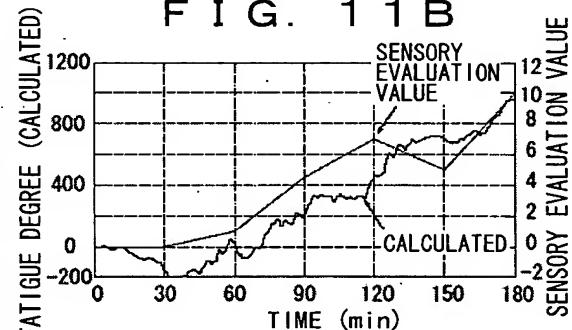


FIG. 11 B



QUALITATIVE EVALUATION OF
POSTURE-SUSTAINING TYPE SEAT
ON THE BASIS OF BODY PRESSURE
DISPERSING TYPE SEAT

— CALCULATED VALUE (POSTURE-SUSTAINING TYPE SEAT)
— CALCULATED VALUE (BODY PRESSURE DISPERSING TYPE SEAT)

-- SENSORY EVALUATION VALUE (POSTURE-SUSTAINING TYPE SEAT)
— SENSORY EVALUATION VALUE (BODY PRESSURE DISPERSING TYPE SEAT)

FIG. 12 A

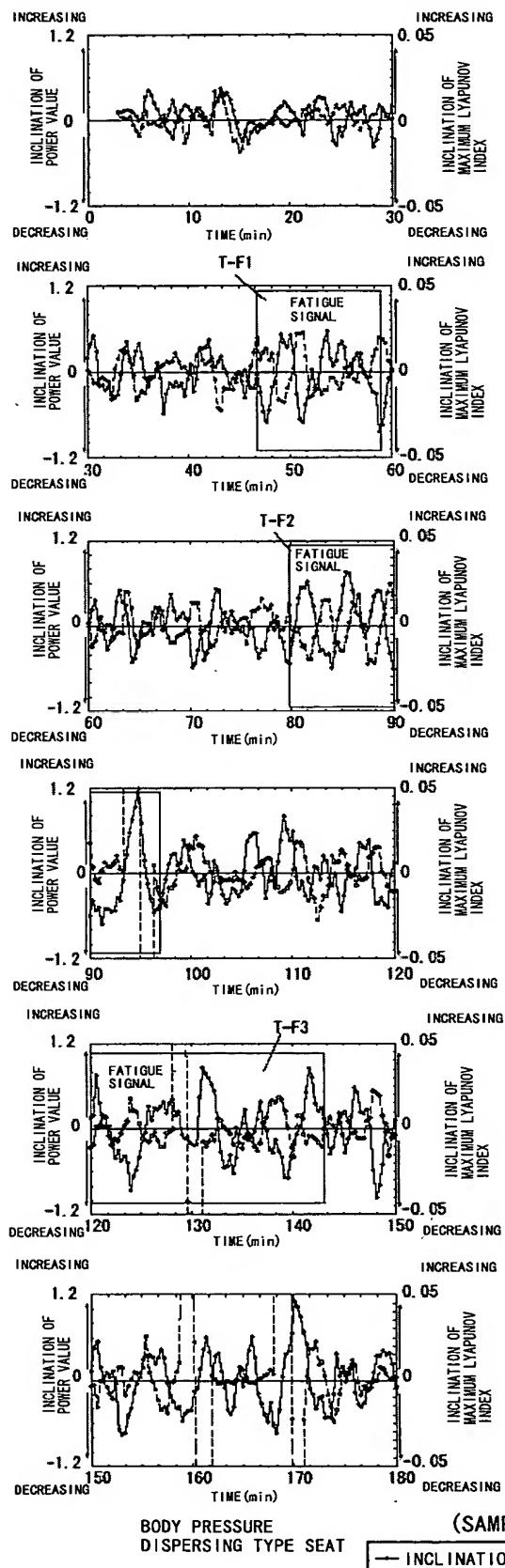
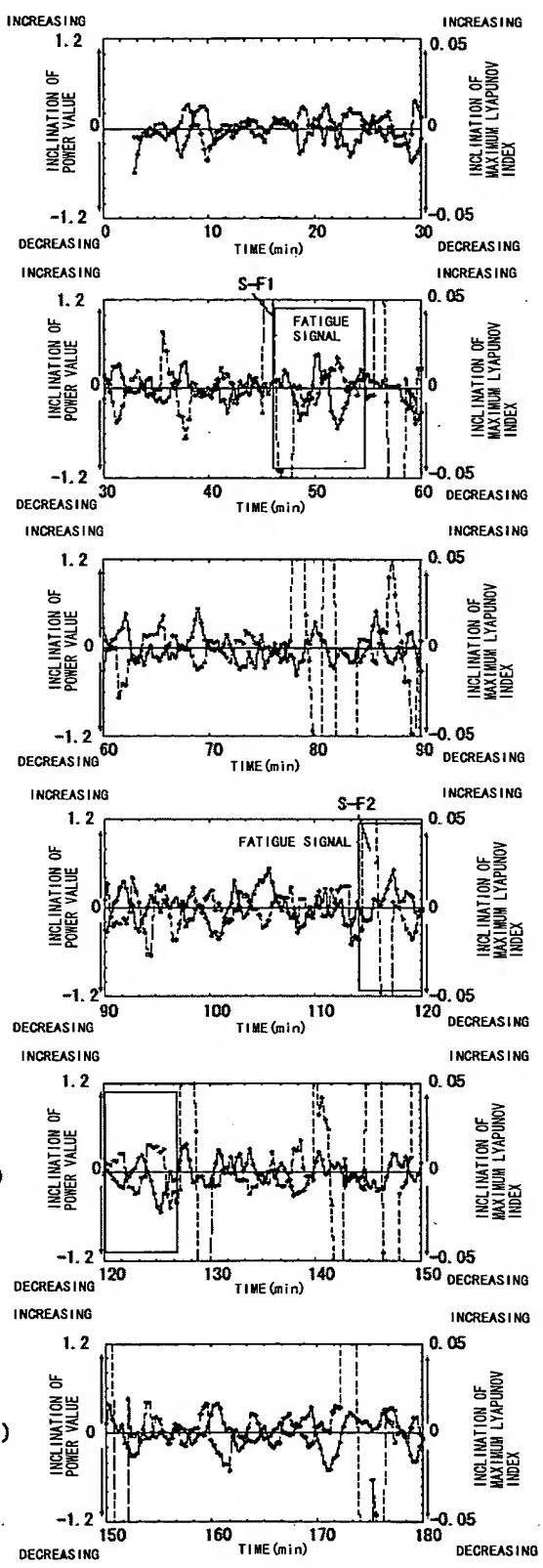
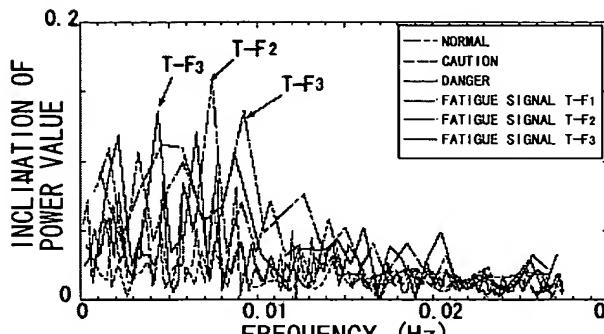


FIG. 12 B

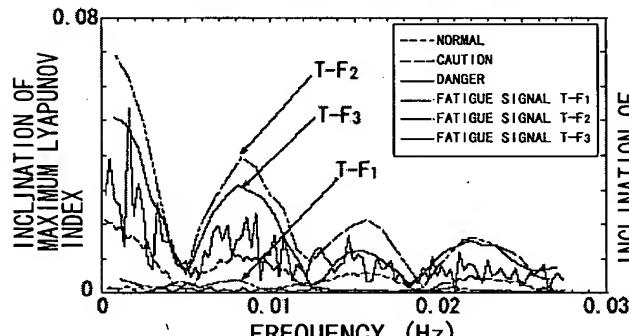


(SAMPLING TIME ZONE)

FIG. 13A



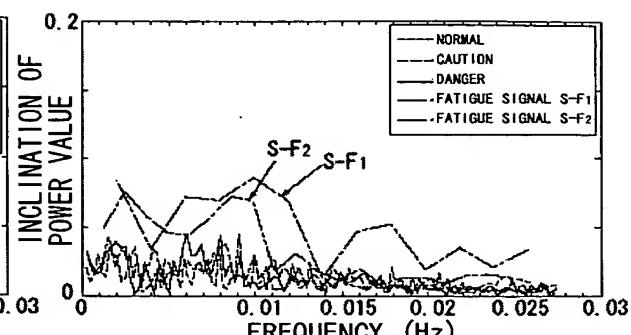
FREQUENCY ANALYSIS OF POWER VALUE INCLINATION



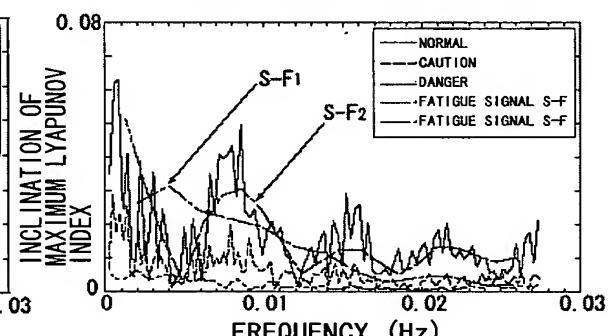
FREQUENCY ANALYSIS OF INCLINATION OF MAXIMUM LYAPUNOV INDEX

FREQUENCY ANALYSIS OF BODY PRESSURE DISPERSING TYPE SEAT

FIG. 13B



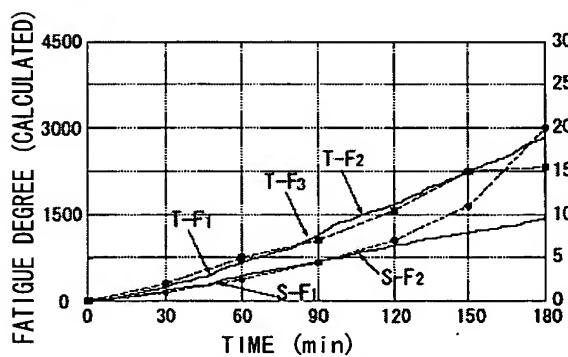
FREQUENCY ANALYSIS OF POWER VALUE INCLINATION



FREQUENCY ANALYSIS OF INCLINATION OF MAXIMUM LYAPUNOV INDEX

FREQUENCY ANALYSIS OF POSTURE-SUSTAINING TYPE SEAT

FIG. 14A



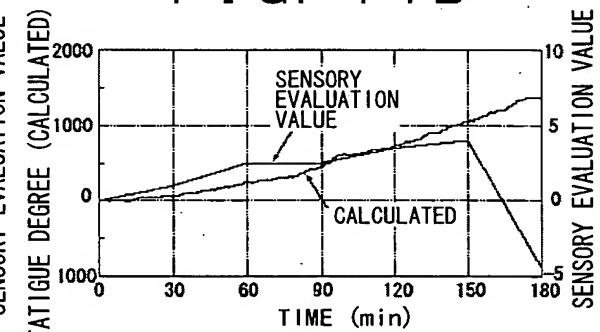
**S-F: FATIGUE SIGNAL
(POSTURE-SUSTAINING TYPE SEAT)**

T-F: FATIGUE SIGNAL
(BODY PRESSURE DISPERSING TYPE SEAT)

— CALCULATED VALUE (POSTURE-SUSTAINING TYPE SEAT)
— CALCULATED VALUE (BODY PRESSURE DISPERSING TYPE SEAT)

—●— SENSORY EVALUATION VALUE (POSTURE-SUSTAINING TYPE SEAT)
—■— SENSORY EVALUATION VALUE (BODY PRESSURE DISPERSING TYPE SEAT)

QUALITATIVE EVALUATION OF POSTURE-SUSTAINING TYPE SEAT ON THE BASIS OF BODY PRESSURE DISPERSING TYPE SEAT



QUALITATIVE EVALUATION OF POSTURE-SUSTAINING TYPE SEAT ON THE BASIS OF BODY PRESSURE DISPERSING TYPE SEAT

FIG. 15 A

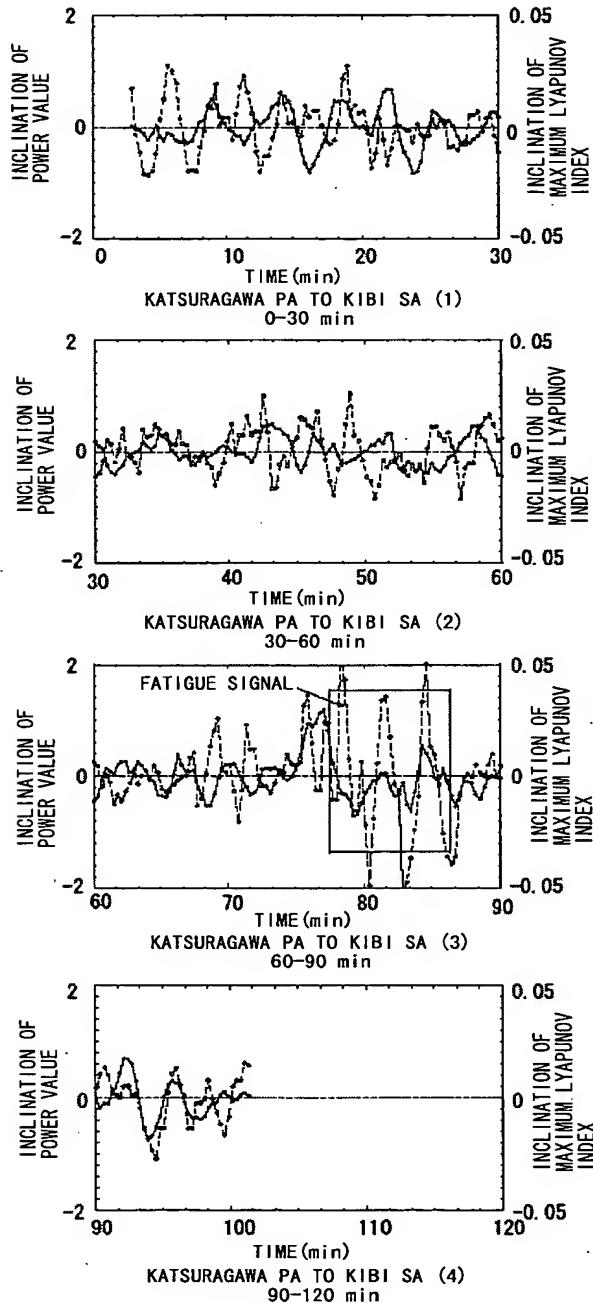
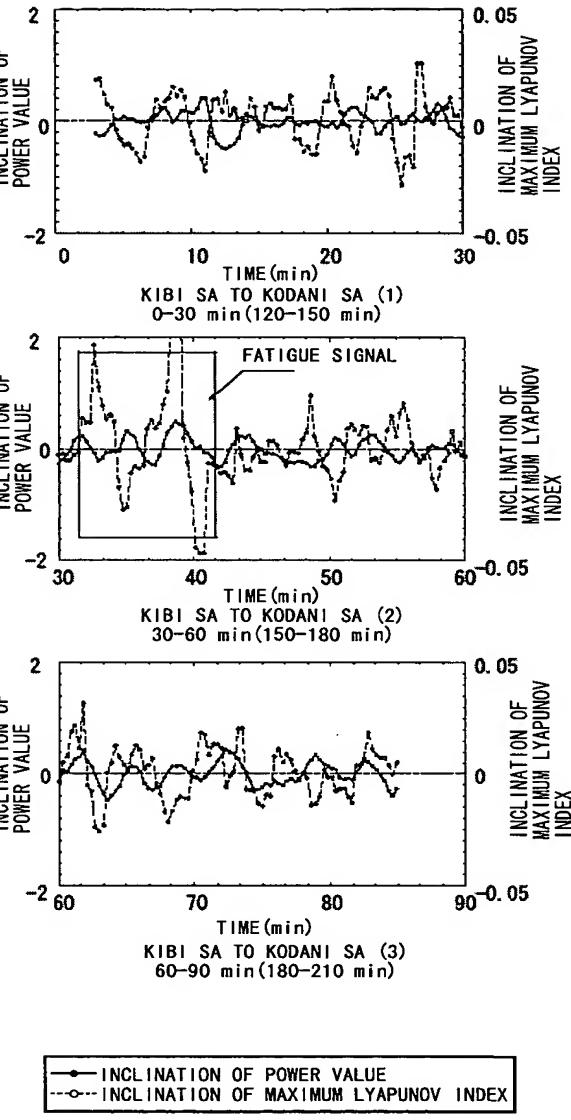


FIG. 15 B



—●— INCLINATION OF POWER VALUE
---○--- INCLINATION OF MAXIMUM LYAPUNOV INDEX

FIG. 16 A

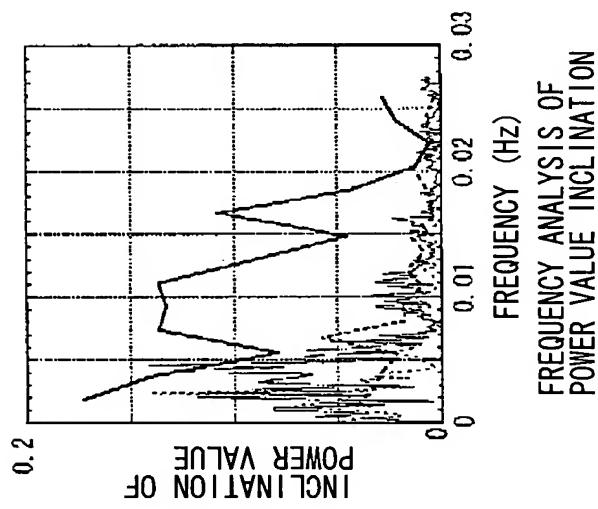


FIG. 16 B

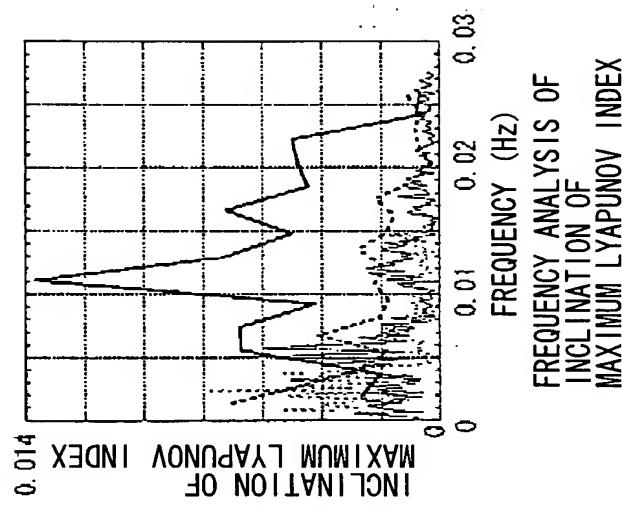


FIG. 17

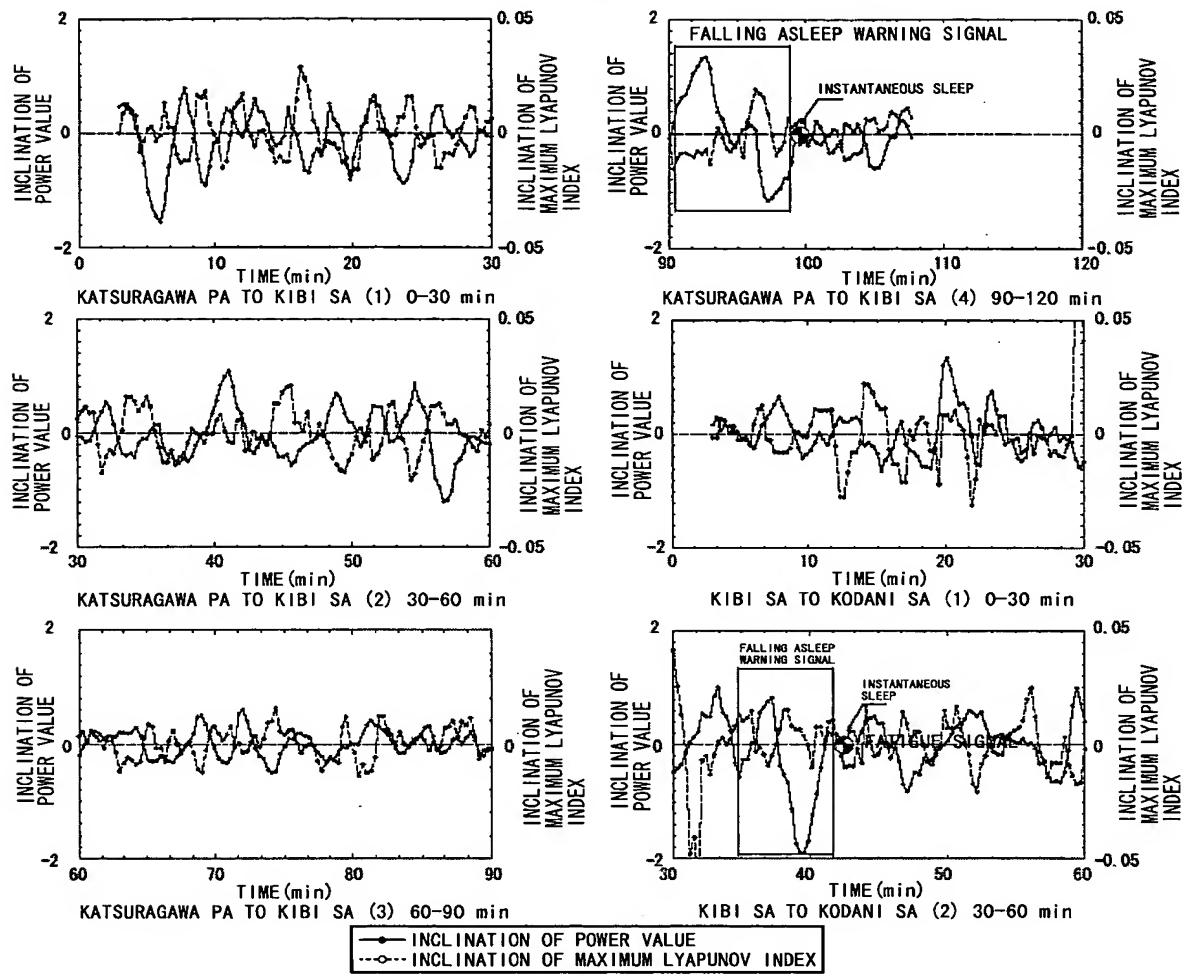


FIG. 18

FIG. 18

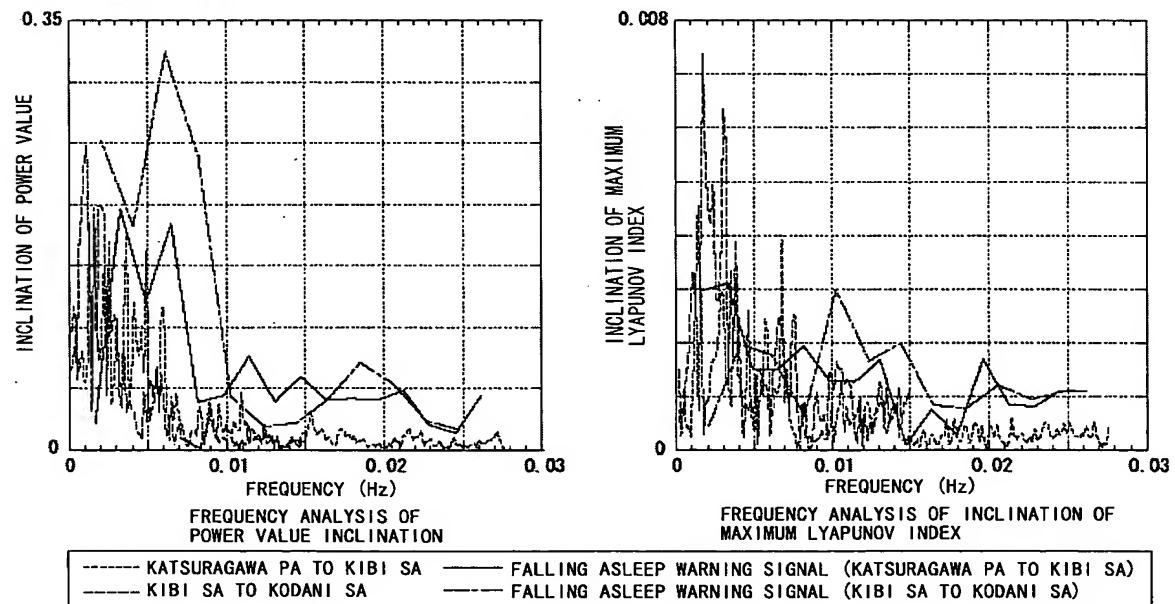


FIG. 19 A

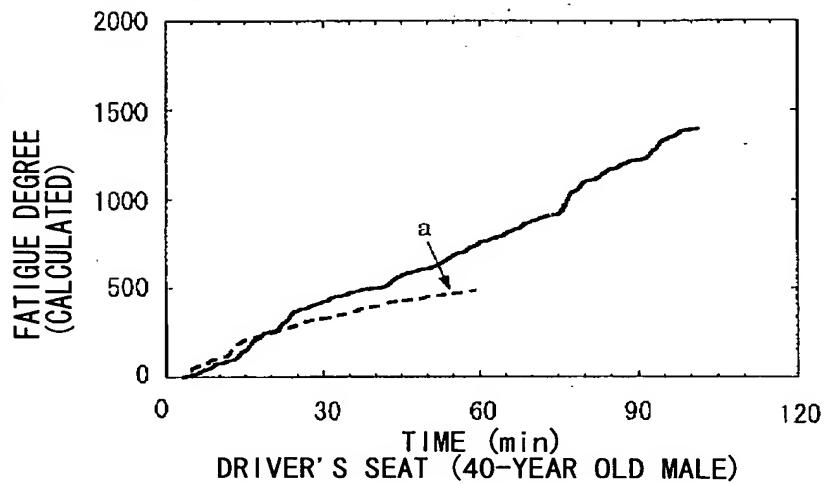


FIG. 19 B

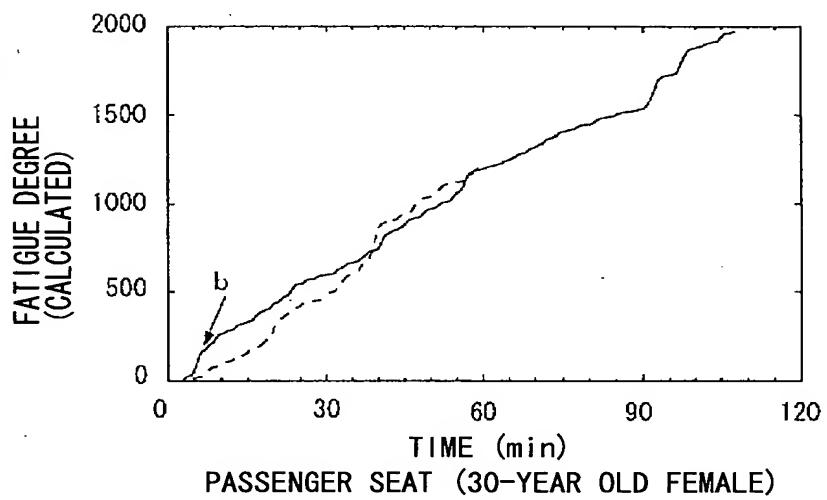
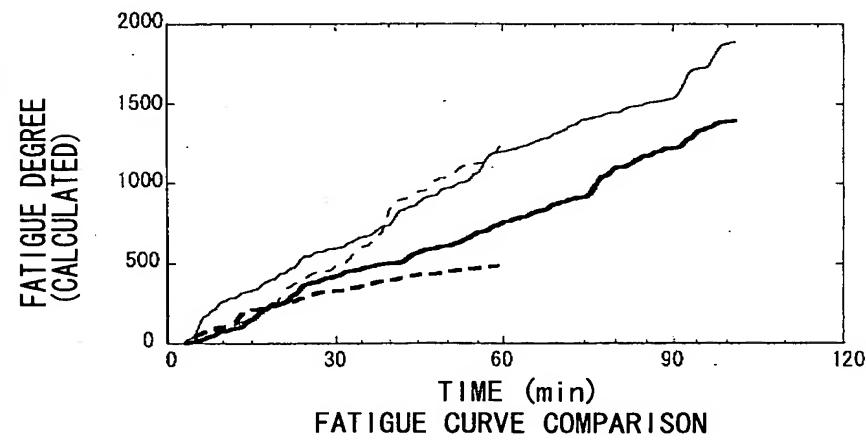
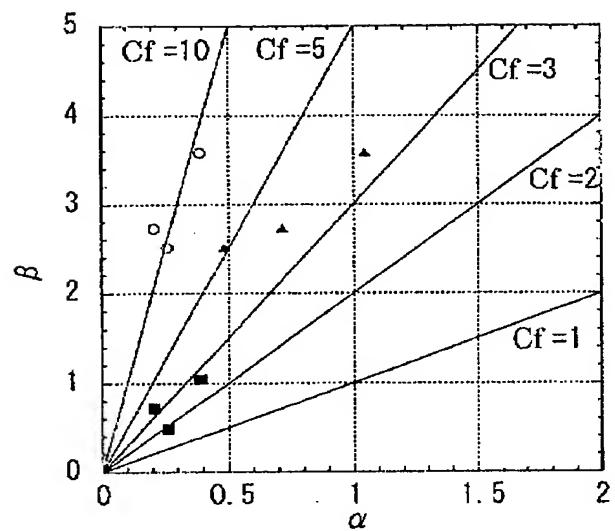


FIG. 19 C



—	CALCULATED VALUE (KATSURAGAWA PA TO KIBI SA) DRIVER'S SEAT 40-YEAR OLD MALE
- -	CALCULATED VALUE (KIBI SA TO KODANI SA) DRIVER'S SEAT 40-YEAR OLD MALE
—	CALCULATED VALUE (KATSURAGAWA PA TO KIBI SA) PASSENGER SEAT 30-YEAR OLD FEMALE
- -	CALCULATED VALUE (KIBI SA TO KODANI SA) PASSENGER SEAT 30-YEAR OLD FEMALE

FIG. 20



$$C_f = \frac{\alpha}{\beta}$$

○ α = SLEEP SIGNAL, β = FALLING ASLEEP WARNING SIGNAL
▲ α = FATIGUE SIGNAL, β = FALLING ASLEEP WARNING SIGNAL
■ α = SLEEP SIGNAL, β = FATIGUE SIGNAL

FIG. 21 A

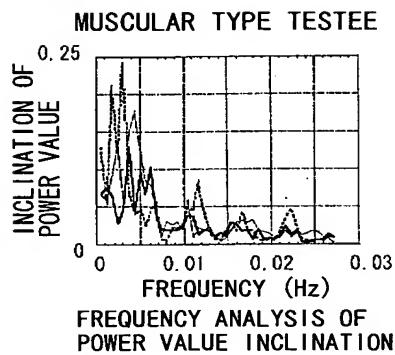


FIG. 21 B

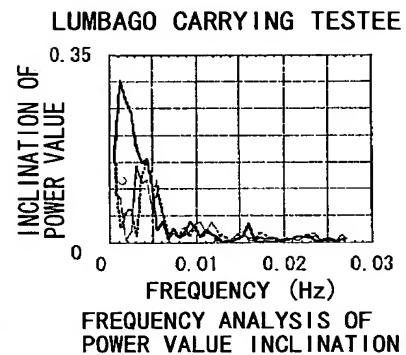
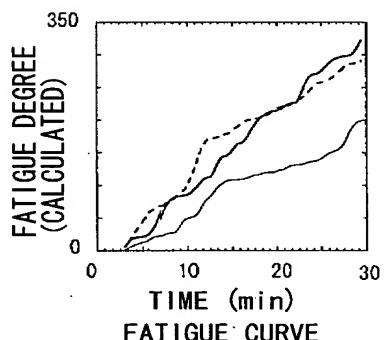
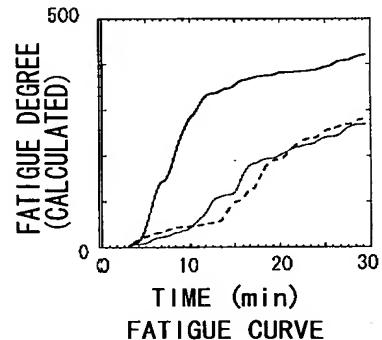
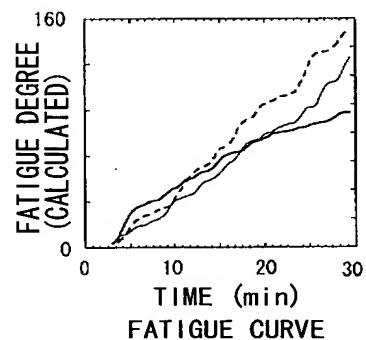
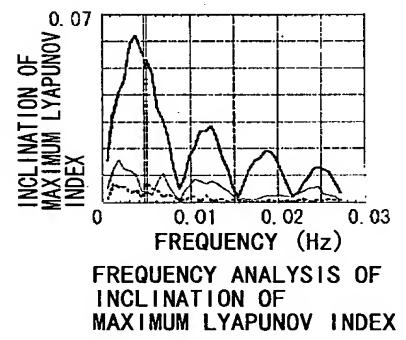
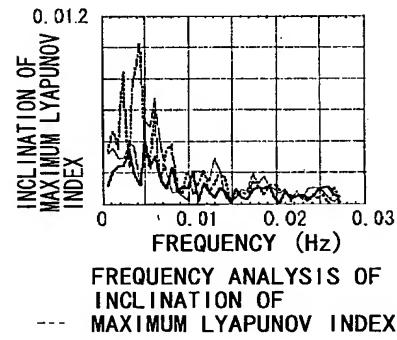
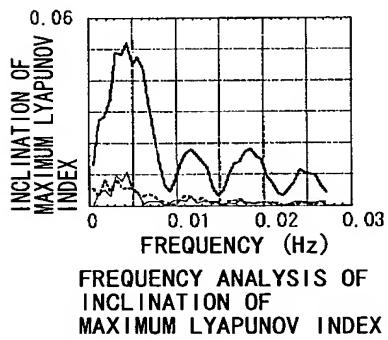
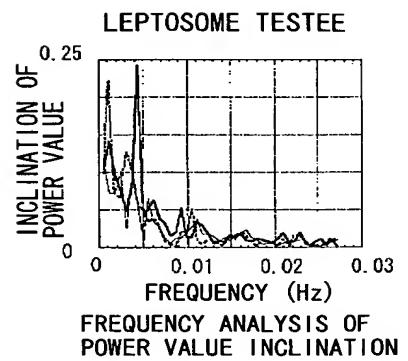


FIG. 21 C



— NO BACK REST
— NATURAL DRIVING POSTURE
- - - STRESSING WAIST OVERHANG